

APPENDIX B

DRAFT SECTION 4(f) EVALUATION

Draft Section 4(f) Evaluation for the Franz Hurrle Farmstead along Alternative A

**I-94/TH 10 Interregional Connection
State Project Number: 8823-01**

City of St. Augusta, Stearns County, Minnesota

T123N, R27W, NE SE SW Sec. 17

Expansion or construction of a new highway connection between I-94 and TH 10 east of St. Cloud and west of Becker, MN. The proposed project will require crossing the Mississippi River, a state designated Wild and Scenic River within the study area. Five alternatives (four Build and one No-Build) are being carried forward in the DEIS. One of the Build Alternatives (Alternative A) would result in direct impacts to the Franz Hurrle Farmstead.

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Project Map

TABLE OF CONTENTS

I.	INTRODUCTION	1
II.	PROPOSED ACTION	1
III.	SECTION 4(F) PROPERTY	2
A.	MAP OF SECTION 4(F) PROPERTY	2
B.	SIZE AND LOCATION.....	2
C.	OWNERSHIP AND TYPE OF SECTION 4(F) PROPERTY.....	2
D.	FUNCTION OF PROPERTY AND AVAILABLE ACTIVITIES.....	6
E.	DESCRIPTION AND LOCATION OF ALL EXISTING AND PLANNED FACILITIES	6
F.	ACCESS.....	7
G.	RELATIONSHIP TO OTHER SIMILARLY USED LANDS IN THE VICINITY	7
H.	APPLICABLE CLAUSES AFFECTING THE OWNERSHIP	8
I.	UNUSUAL CHARACTERISTICS REDUCING OR ENHANCING THE VALUE OF THE PROPERTY.....	8
IV.	IMPACTS ON THE SECTION 4(F) PROPERTY.....	8
V.	AVOIDANCE ALTERNATIVES	8
	No-BUILD.....	8
	BUILD ALTERNATIVE – COMPLETE AVOIDANCE.....	8
VI.	MEASURES TO MINIMIZE HARM.....	9
VII.	COORDINATION	9

I. INTRODUCTION

The Section 4(f) legislation as established under the Department of Transportation Act of 1966 (49 USC 303, 23 USC 138) provides protection for publicly owned parks, recreation areas, historic sites (regardless of ownership), wildlife and/or waterfowl refuges from conversion to a transportation use. The Federal Highway Administration (FHWA) may not approve the use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:

- There is no feasible and prudent alternative to the use of land from the property; and
- The action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 771.135).

This Section 4(f) Evaluation describes all identified Section 4(f) properties which are proposed to be “used” if Alternative A is chosen as the preferred alternative, potential impacts on those properties, and possible mitigation measures to minimize impacts. A “use” occurs: (1) when land from a Section 4(f) site is acquired for a transportation project, (2) when there is an occupancy of land that is adverse in terms of the statute's preservationist purposes, or (3) when the proximity impacts of the transportation project on the Section 4(f) site, without acquisition of land, are so great that the purposes for which the Section 4(f) site exists are substantially impaired (normally referred to as a constructive use).

The Section 4(f) process requires that any impacts from use of a park, recreation area, historic site, wildlife or waterfowl refuge for highway purposes be evaluated in context with the proposed highway construction/reconstruction activity. An inventory of these types of properties was completed based on a review of the design concept drawings and the project's impacts on these properties was assessed. There is only one Section 4(f) property that has been identified as being potentially impacted by the proposed I-94/TH 10 Interregional Connection project – the Franz Hurre Farmstead, which is located along Alternative A. The purpose of the Section 4(f) Evaluation is to provide the information required by the Secretary of Transportation to make a decision regarding the use of properties protected by Section 4(f) legislation if the proposed Alternative A is selected as the preferred alternative for the I-94/TH 10 Interregional Connection. This Draft Section 4(f) Evaluation describes the identified Section 4(f) property located within the I-94/TH 10 study area for Alternative A, potential impacts on the property, and possible mitigation measures to minimize impacts.

II. PROPOSED ACTION

A description of the proposed project, and an explanation of the purpose and need for the project, are included in the DEIS. Please refer to the Purpose and Need section (Chapter 2) of that document for the purpose and need of the project, and the Alternatives section (Chapter 3) of that document for a description of the proposed action. Figure 1 identifies the DEIS study area.

III. SECTION 4(f) PROPERTY

A. Map of Section 4(f) Property

Figure 2 shows the relationship of the Section 4(f) property, the Franz Hurrle Farmstead (hereafter referred to as the Hurrle Farmstead), to the proposed Alternative A. Refer to Figures 3 and 4 for photographs and a map of the property from the *Phase I and II Historic Resources Identification and Evaluation – Mississippi River Regional Connectors A, B, C and D, Benton, Sherburne, Stearns and Wright Counties* (Phase I and Phase II Evaluation), Mn/DOT, November 1, 1998.

B. Size and Location

The Hurrle Farmstead is located in the southeast portion of the City of St. Augusta in Stearns County, west of the Mississippi River and north of I-94 (T123N, R27W, NE SE SW Sec. 17). Franklin Road, a north/south gravel road, bisects the Hurrle Farmstead property. The farmhouse, barn and associated outbuildings lie between the graveled Franklin Road and the Mississippi River, just above the river bottomlands and are located at the northern edge of the 246-acre parcel. The setting of the farmstead is defined to include all of the Hurrle Farmstead property south to north and between the Mississippi River on the east and past Franklin Road on the west.

C. Ownership and Type of Section 4(f) Property

The Hurrle Farmstead is privately owned and occupied by the owner who acquired the property in 1944. The owner occupies the farmhouse but rents the associated acreage for farming.

The Hurrle Farmstead is considered to be a significant historical resource that is recommended as eligible for listing on the National Register of Historic Places (NRHP). The farmstead is recommended eligible under Criterion A as illustrative of the significant pattern of farming in Central Minnesota from 1856 to 1948.

Figure 2

Figure 3

Figure 4

D. Function of Property and Available Activities

The farmstead's riverside location and extant buildings capture a continuous history of farming from the early settlement period to World War II (WWII) (1856 to 1948). The farmstead's associated setting/landscape (including the related acreage) is illustrative of the pre-railroad settlement pattern while the buildings illustrate a pattern of mixed farming at the site between circa 1886 and 1945. Together they comprise a visual record of a farmstead that evolved on this site between 1856 and 1948. Today, the Hurre Farmstead continues to be occupied and farmed.

E. Description and Location of All Existing and Planned Facilities

The Hurre Farmstead consists of 11 buildings: a brick farmhouse, wood frame barn and several outbuildings including a brick workshop/tool shed, and wood granary, drive-through corn crib, double corn crib, brooder house, garage, privy, machine shed and wood shed (see Figure 4, map of Section 4(f) resource from the Phase I and II Evaluation).

The T-shaped late 19th century Milwaukee brick veneer farmhouse exhibits a high degree of interior and exterior material integrity and alone is recommended as eligible for listing on the NRHP under Criterion C: Architecture. The farmhouse may represent an ethnic preference by German immigrants for building in brick (an informal visual reconnaissance of the St. Augusta area seems to bear this out), and a local tradition of brick-making in the vicinity. No substantive changes to the farmhouse have been made with the exception of the installation of a main floor bathroom in the southeast corner of the house, historically used for cream separation. Other minor revisions to the original house include expansion of the cellar under the west wing of the house, installing a furnace and moving the second story stairwell from the kitchen to a location between the dining room and a first floor bedroom in the west wing.

The barn is the second most substantial building on the farmstead and is constructed of nailed timber frame. The barn is configured as a three-bay basement barn, but in all other respects appears to be typical. The barn reflects the transition to increasing numbers of animals and ultimately dairy cows, as is reflected by the 20th Century metal stanchions in the lower level. The three-bay basement barn is also suggestive as an example of more diversified farming strategies and increased animal herds.

The remaining outbuildings are of general construction except for the 1880s brick tool shed. Several additions to the farmstead were made between 1914 and 1923 including the drivethrough corn crib, the granary, and the garage.

Beginning in 1944, the chicken coop and the disintegrating hog barn were dismantled. A bay inside the granary was converted to a chicken coop and several outbuildings

including the brooder house, a second corn crib and a machine shed, were added. The stave silo was also added to the farmstead in the 1970s.

The current composition of buildings on the Hurrle Farmstead represent 90+ years of farming and is considered to be illustrative of the significant pattern of agriculture in Central Minnesota. Although the placement of four of the 11 buildings post-dates the historic period, the farm's setting and associated viewshed is outstanding and weighs heavily in the significance of the site. Situated on the Mississippi River bottomlands, the location is characteristic of the pre-railroad early settlement pattern. The farm was close to and connected by road to settlements of St. Cloud and Clearwater, had direct access to the Mississippi River and contained woodlands (40 acres remained in 1880) with game and lumber. Nearly hidden from the road above, the farm setting is pastoral.

F. Access

Access to the Hurrle Farmstead can be gained by traveling CSAH 75 to Franklin Road. A gravel driveway enters the farmyard, east from Franklin Road.

G. Relationship to Other Similarly Used Lands in the Vicinity

During the Phase I and II Evaluation (November 1998), other farmsteads were identified within the I-94/TH 10 Interregional Connection study area. However, due to lack of minimum age (50 years or older), poor material integrity of the structure(s), and/or lost context as part of the larger farmstead and compromised setting, these farmsteads were not considered eligible for listing on the NRHP. The Phase I and II Evaluation does identify the fact that other parts of the state, particularly Carver County, contain a substantial number of German-built brick farmhouses.

In October 2002, the *Cultural Resources Survey and Evaluation of Portions of the Mississippi River Crossing Project in Stearns, Wright and Sherburne Counties, Minnesota* (Mn/DOT, October 2002) was completed in response to slight design revisions to the original four alignments that were studied in the 1998 Phase I and II Evaluation. As a result of the October 2002 Phase I study, a Phase II evaluation was undertaken for the Weyrauch Farmstead. The Weyrauch Farmstead is located approximately 2.5 miles west of the I-94/TH 24 interchange, in the vicinity of a local interchange proposed as part of Sub-Alternatives B3-1 and B4-1, which have since been eliminated from further consideration (see Chapter 3 of the DEIS, Alternatives). The evaluation resulted in two recommendations regarding eligibility of the Weyrauch Farmstead for listing on the NRHP. The individual farmhouse, as well as the entire farmstead, was recommended as eligible for the NRHP under Criterion A.

The entire Weyrauch Farmstead (SN-LYN-007) represents diversified livestock and crop farms of the 1880 to 1950 period. The farmstead is an example of an identifiable type of agricultural resource and conveys the materials, construction methods, and vernacular

aesthetic prevalent during the decades flanking the turn of the twentieth century in rural Stearns County. The farmstead retains nearly all of the physical features that were present during its period of significance, including landscape, layout and buildings. It consequently serves as a representative example of a diversified farm adapted over time to modern farming practices. Due to its representative history and buildings, and high degree of material integrity, this farm is recommended eligible for listing on the NRHP under Criterion A.

H. Applicable Clauses Affecting the Ownership

There are no applicable clauses that affect the ownership of this property.

I. Unusual Characteristics Reducing or Enhancing the Value of the Property

The location of the farmstead near the Mississippi River and its related acreage is picturesque and illustrates the desirability and availability of this location to the first wave of settlers. Together, the composition of buildings on the farmstead also capture a continuous history of farming from the early settlement period to WWII.

IV. IMPACTS ON THE SECTION 4(f) PROPERTY

Construction of Alternative A would pass through acreage associated with the historic property of the Hurrle Farmstead. Although the proposed Alternative A would be located approximately 800 feet east of any structures on the farmstead and would avoid direct impacts to these buildings; this alternative would require the acquisition of land from the farmstead (30 acres). Alternative A would also have a visual impact to the property. Since the setting is crucial to the eligibility of the property, proposed construction would have an adverse effect to the property. The setting is defined as including all of the Hurrle Farmstead property north to south and between the Mississippi River on the east and past Franklin Road on the west.

V. AVOIDANCE ALTERNATIVES

No-Build Alternative

Under the No-Build Alternative, roadway improvements to minimize existing and long-term regional transportation problems between I-94 and TH 10 east of St. Cloud and west of Becker, Minnesota, would not occur. As a result, no direct or indirect impacts to the Hurrle Farmstead would occur without the construction of a new roadway.

Build Alternative – Complete Avoidance

Three other Build Alternatives (B, C and D) are proposed for the I-94/TH 10 Interregional Connection. These three other Build Alternatives, located east of Alternative A, would avoid impacts to the Hurrle Farmstead.

As part of the the *Mississippi River Crossing Study* (Mn/DOT, March 1996), two other alignments for Alternative A were considered but eliminated from further consideration due to substantial environmental impacts. These two alignments were east and west of the Alternative A alignment that is currently being carried forward in the DEIS. While the western alignment would have also resulted in impacts to to the Hurrle Farmstead; the eastern alignment would have avoided impacts to the farmstead. However, the eastern alignment would have resulted in high construction costs and substantial environmental impacts due to a wide floodplain crossing including potential impacts to wildlife habitat.

VI. MEASURES TO MINIMIZE HARM

Alternative A is the only alternative that would impact the Hurrle Farmstead. If Alternative A is chosen as the preferred alternative, Mn/DOT, the FHWA and the Minnesota State Historic Preservation Office (SHPO) would collaborate to identify appropriate mitigation.

VII. COORDINATION

Mn/DOT initiated both the November 1998 and October 2002 cultural resource evaluations for the study area. Mn/DOT has concurred with the evaluation's recommendation of eligibility for listing of the Franz Hurrle Farmstead on the NRHP and has determined that Alternative A would have an adverse effect to the property. Mn/DOT findings and the evaluations were forwarded to the Minnesota SHPO for review and concurrence (see May 6, 2003 letter in Appendix B of the DEIS). The Minnesota SHPO reviewed the evaluations and agrees with the evaluations' findings (see March 5, 2001 and June 19, 2003 letters in Appendix A of the DEIS).

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